

09.21.12 – Case Statement/Stakeholders

The Circle Interchange is one of the slowest, most congested highways in the nation. More than 300,000 vehicles a day travel through it and it accounts for 1,100 crashes per year.

http://www.circleinterchange.org/pdf/document_library/public_meeting1_presentation.pdf

Improvements to the highway are vital and currently in progress. IDOT and the Federal Highway Administration have hired AECON and TranSystems to conduct a \$40 million engineering study and analysis that identifies possible improvements, potential cost, and construction schedule of the Circle Interchange. http://articles.chicagotribune.com/2012-08-31/news/ct-met-circle-interchange-0831-20120831_1_circle-interchange-ramps-and-tight-curves-ryan-and-eisenhower-expressways

While plans for these improvements are necessary and will benefit the community in the long run, their impact will affect the adjacent communities both during construction and upon completion. The intent of my project is to develop an urban plan for the five distinct and segregated neighborhoods affected by the proposal for the new Circle Interchange that will address both the new change in infrastructure and also develop a bridging element between the existing neighborhoods.

Stakeholders:

1. Residents – Will be directly affected by construction activities (nuisance, accessibility, noise, etc.)
2. Business Owners – Will be directly affected by construction activities and access routes (accessibility, visibility, nuisance, financial interest, etc.)
3. University of Chicago – Will be directly affected by construction activities. Its visibility and appeal may improve due to subsequent accessibility.
4. IDOT – Responsible for highway improvements and safety (safety, construction cost, public relations, etc.)
5. CDOT – City image, highway improvements and visibility
6. Elected Officials – May be affected by community opposition to the project or may be positively affected for civil work initiated during their term (public relations)
7. Commuters – Will be directly affected during construction and upon completion of the project (travel times, safety, road conditions, etc.)
8. CTA – Will be indirectly affected by higher number of passengers during construction or lower number of passengers after construction. The blue line, running along Eisenhower Expressway may be directly affected during construction, as well as, CTA bus routes in the area. (Usage, financial interest, public relations, accessibility, etc.)